

which it turns on, and 3–5 degrees above the point at which it turns off.

**2) Instead of applying a simple average to P1 & P2 to calculate off-mode power draw, DOE should apply a weighted average reflective of the amount of time the crankcase heater is on and off.**

We are concerned that a simple average of P1 & P2 could drastically under represent off-mode power draw. Using National Oceanic and Atmospheric Administration (NOAA) <sup>1</sup> data on temperature averages between 1971–2000 for 100 U.S. cities, we found that 54% of the tested sample had average annual temperatures below 57 degrees F for the months of January, April, and October, or simplifying the matter, 3 out of 4 seasons or 75% of the year. If we assume that the majority of these units are located in uncooled and unheated spaces then we may also assume that 75% of the time the unit will operate under P2 (on) conditions, and 25% of the time it will operate under P1 (off) conditions. We recommend that DOE adopt this weighted average or conduct further testing to determine how often a crankcase heater is on versus off at different ambient temperature ranges and apply national average temperatures across the seasons to determine an appropriate weighted average.

**3) DOE should not adjust the off-mode power draw for systems with multiple compressors or apply a scaling factor for extra-large systems since this would not represent actual off-mode power consumption.**

We strongly recommend against the use of a scaling factor for extra-large units and for systems with multiple compressors since this would under represent the actual power associated with off-mode. While we understand that DOE does not want to penalize units that may have more energy efficient designs, we do not think that it is appropriate to apply this work-around to the measurement of off-mode. The merits of the *potentially* increased efficiency during run-mode ought to be captured in the run-mode test method, and not in the off-mode calculation. Moreover, we are concerned that these changes will make it easy for almost any unit on the market to meet the standard, thereby negating the point of a standard in the first place. Finally, the test procedure should be designed to report the actual value of off-mode. These values should be evaluated in a future standards rulemaking.

**For these reasons, we strongly encourage DOE to revisit this test method with the help from stakeholders in the rulemaking to develop more appropriate test procedures.** For instance, there has been discussion at utilities to conduct indepth testing of heat pumps and central air conditioning units in the coming months. We ask that DOE seriously consider postponing this final rule to assess stakeholder interest in improving the test method.

In conclusion, we would like to reiterate our support to DOE for updating the test procedures for residential central air conditioners and heat pumps. We thank DOE for the opportunity to be involved in this process and encourage DOE to carefully consider the recommendations outlined in this letter.

Sincerely,

Rajiv Dabir,  
Manager, Customer Energy Solutions,  
Pacific Gas and Electric Company.

Ramin Faramarzi, PE,  
Manager, Technology Test Centers,  
Southern California Edison, Design &  
Engineering Services.

[FR Doc. 2011–32620 Filed 12–20–11; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2011–1358; Airspace  
Docket No. 11–ANM–19]

RIN 2120–AA66

#### Proposed Establishment of Area Navigation (RNAV) Routes; Seattle, WA

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking  
(NPRM).

**SUMMARY:** This action proposes to establish nine new RNAV routes originating within Seattle Air Route Traffic Control Center's (ARTCC) airspace. The routes would extend generally east-west providing connection between the Seattle, WA, terminal area and destinations east and southeast of Seattle and would enhance en route navigation within the National Airspace System (NAS).

**DATES:** Comments must be received on or before February 6, 2012.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M–30, 1200 New Jersey Avenue SE., West

Building Ground Floor, Room W12–140, Washington, DC 20590–0001; telephone: (202) 366–9826. You must identify FAA Docket No. FAA–2011–1358 and Airspace Docket No. 11–ANM–19 at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–8783.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA–2011–1358 and Airspace Docket No. 11–ANM–19) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: “Comments to FAA Docket No. FAA–2011–1358 and Airspace Docket No. 11–ANM–19.” The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

##### Availability of NPRMs

An electronic copy of this document may be downloaded through the

<sup>1</sup> <http://www.infoplease.com/ipa/A0762183.html>, Date Accessed: 11/14/11.

Internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/airports_airtraffic/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Western Service Center, Operations Support Group, Federal Aviation Administration, 1601 Lind Ave. SW., Renton, WA 98057.

Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

### The Proposal

The FAA is proposing an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to establish nine new high altitude RNAV routes (Q-140, Q-142, Q-144, Q-146, Q-148, Q-150, Q-152, Q-154 and Q-156) originating in Seattle ARTCC's airspace. The proposed routes would connect the Seattle terminal area with destinations east and southeast of Seattle. This action would enhance en route navigation for users, and expand the use of RNAV within the NAS.

High altitude RNAV routes are published in paragraph 2006 of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document would be subsequently published in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section

40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies the route structure as required to preserve the safe and efficient flow of air traffic.

### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.9V, Airspace Designations and Reporting Points, Dated August 9, 2011, and effective September 15, 2011, is amended as follows:

*Paragraph 2006 United States area navigation routes*

\* \* \* \* \*

#### Q-140 WOBED, WA to EEGEE, WI [New]

WOBED, WA	WP	(Lat. 48°36'01" N., long. 122°49'47" W.)
GETNG, WA	WP	(Lat. 48°25'31" N., long. 119°31'39" W.)
CORDU, ID	WP	(Lat. 48°10'46" N., long. 116°40'22" W.)
PETIY, MT	WP	(Lat. 47°58'47" N., long. 114°36'20" W.)
CHOTE, MT	INT	(Lat. 47°39'57" N., long. 112°09'38" W.)
LEWIT, MT	WP	(Lat. 47°23'00" N., long. 110°08'45" W.)
SAYOR, MT	INT	(Lat. 47°13'58" N., long. 104°58'39" W.)
WILTN, ND	INT	(Lat. 47°04'58" N., long. 100°47'44" W.)
TTAIL, ND	WP	(Lat. 46°41'28" N., long. 96°41'09" W.)
CESNA, WI	WP	(Lat. 45°52'14" N., long. 92°10'59" W.)
EEGEE, WI	WP	(Lat. 45°08'53" N., long. 88°45'58" W.)

#### Q-142 METOW, WA to KIXCO, MT [New]

METOW, WA	WP	(Lat. 48°08'00" N., long. 120°09'00" W.)
Mullan Pass, ID (MLP)	VOR/DME	(Lat. 47°27'25" N., long. 115°38'46" W.)
KEETA, MI	WP	(Lat. 47°20'39" N., long. 112°52'51" W.)
OKVUJ, MT	WP	(Lat. 47°03'11" N., long. 109°35'31" W.)
KIXCO, MT	WP	(Lat. 46°35'56" N., long. 104°35'27" W.)

#### Q-144 ZIRAN, WA to LEWIT, MT [New]

ZIRAN, WA	WP	(Lat. 47°32'20" N., long. 120°25'05" W.)
ZOOMR, WA	INT	(Lat. 47°25'32" N., long. 118°18'34" W.)
BLOWS, MT	WP	(Lat. 47°16'10" N., long. 115°00'00" W.)
KEETA, MT	WP	(Lat. 47°20'39" N., long. 112°52'51" W.)
LEWIT, MT	WP	(Lat. 47°23'00" N., long. 110°08'45" W.)

#### Q-146 CASHS, WA to HUFFR, MN [New]

CASHS, WA	INT	(Lat. 47°24'21" N., long. 120°27'30" W.)
BLUNT, WA	INT	(Lat. 47°03'57" N., long. 117°39'41" W.)
DIPHU, MT	INT	(Lat. 46°56'34" N., long. 114°41'22" W.)
CUSDA, MT	INT	(Lat. 46°56'14" N., long. 112°01'02" W.)
ZERZO, MT	WP	(Lat. 46°52'26" N., long. 110°05'08" W.)
KIXCO, MT	WP	(Lat. 46°35'56" N., long. 104°35'27" W.)
TIMMR, ND	INT	(Lat. 46°22'50" N., long. 100°54'33" W.)
SMERF, SD	WP	(Lat. 45°55'16" N., long. 97°34'08" W.)
HUFFR, MN	WP	(Lat. 45°08'49" N., long. 93°29'30" W.)

**Q-148 STEVS, WA to Bartlesville, OK (BVO) [New]**

STEVS, WA	WP	(Lat. 47°14'54" N., long. 120°32'10" W.)
ZAXUL, WA	INT	(Lat. 47°10'03" N., long. 120°02'42" W.)
FINUT, WA	WP	(Lat. 46°44'56" N., long. 117°05'20" W.)
WEDAK, MT	INT	(Lat. 45°53'18" N., long. 114°05'02" W.)
WAIDE, MT	INT	(Lat. 44°50'49" N., long. 111°44'47" W.)
JUGIV, WY	INT	(Lat. 42°57'44" N., long. 108°08'43" W.)
Medicine Bow, WY (MBW)	VOR/DME	(Lat. 41°50'44" N., long. 106°00'15" W.)
MOCTU, WY	INT	(Lat. 41°11'54" N., long. 104°33'10" W.)
LEWOY, CO	WP	(Lat. 40°31'51" N., long. 103°13'48" W.)
CUGGA, KS	INT	(Lat. 39°19'04" N., long. 100°52'07" W.)
PENUT, KS	WP	(Lat. 38°37'00" N., long. 99°38'25" W.)
KIRKE, KS	INT	(Lat. 38°05'23" N., long. 98°24'05" W.)
MORRR, KS	WP	(Lat. 37°31'11" N., long. 97°15'21" W.)
Bartlesville, OK (BVO)	VOR/DME	(Lat. 36°50'03" N., long. 96°01'06" W.)

**Q-150 STEVS, WA to OPPEE, ND [New]**

STEVS, WA	WP	(Lat. 47°14'54" N., long. 120°32'10" W.)
ZAXUL, WA	INT	(Lat. 47°10'03" N., long. 120°02'42" W.)
LEZLE, WA	INT	(Lat. 46°08'36" N., long. 117°09'24" W.)
BAXGO, ID	INT	(Lat. 45°02'57" N., long. 114°01'33" W.)
LAMON, ID	INT	(Lat. 43°57'34" N., long. 111°14'58" W.)
GANNE, WY	WP	(Lat. 43°18'37" N., long. 109°30'24" W.)
OPPEE, WY	WP	(Lat. 41°27'33" N., long. 106°14'42" W.)

**Q-152 SUNED, WA to O'Neill, NE [New]**

SUNED, WA	INT	(Lat. 46°17'42" N., long. 119°57'36" W.)
LEZLE, WA	INT	(Lat. 46°08'36" N., long. 117°09'24" W.)
WEDAK, MT	INT	(Lat. 45°53'18" N., long. 114°05'02" W.)
IKFOM, WY	WP	(Lat. 44°54'59" N., long. 108°32'21" W.)
WUVUT, WY	INT	(Lat. 44°14'40" N., long. 105°15'53" W.)
O'Neill, NE (ONL)	VORTAC	(Lat. 42°28'14" N., long. 98°41'13" W.)

**Q-154 WANTA, WA to Bowie, TX [New]**

WANTA, WA	INT	(Lat. 46°28'24" N., long. 121°37'26" W.)
JELTI, OR	INT	(Lat. 44°59'37" N., long. 118°21'12" W.)
HOVEL, ID	INT	(Lat. 44°21'33" N., long. 117°11'31" W.)
VELUY, ID	WP	(Lat. 43°38'24" N., long. 115°44'53" W.)
Burley, ID (BYI)	VOR/DME	(Lat. 42°34'49" N., long. 113°51'57" W.)
PIMIE, UT	INT	(Lat. 41°49'19" N., long. 112°18'47" W.)
NAGNE, UT	INT	(Lat. 41°10'19" N., long. 111°15'10" W.)
BONGO, UT	INT	(Lat. 40°07'31" N., long. 109°21'23" W.)
PITMN, CO	INT	(Lat. 39°06'03" N., long. 107°18'31" W.)
TAYLR, CO	INT	(Lat. 38°47'36" N., long. 106°44'03" W.)
GOSIP, CO	INT	(Lat. 37°37'15" N., long. 104°35'50" W.)
KENTO, NM	INT	(Lat. 36°44'55" N., long. 103°04'48" W.)
NOSEW, TX	WP	(Lat. 35°31'08" N., long. 100°59'38" W.)
Bowie, TX (UKW)	VORTAC	(Lat. 33°32'09" N., long. 97°49'17" W.)

**Q-156 STEVS, WA to ZZIPR, IA [New]**

STEVS, WA	WP	(Lat. 47°14'54" N., long. 120°32'10" W.)
ZAXUL, WA	INT	(Lat. 47°10'03" N., long. 120°02'42" W.)
FINUT, WA	WP	(Lat. 46°44'56" N., long. 117°05'20" W.)
TUFFY, MT	INT	(Lat. 46°42'29" N., long. 114°05'01" W.)
UPUGE, MT	INT	(Lat. 46°38'05" N., long. 112°10'02" W.)
HEXOL, MT	INT	(Lat. 46°36'49" N., long. 111°09'21" W.)
TOUGH, MT	WP	(Lat. 46°13'58" N., long. 105°12'52" W.)
JELRO, SD	INT	(Lat. 45°48'44" N., long. 102°51'47" W.)
KEKPE, SD	WP	(Lat. 45°17'55" N., long. 100°16'49" W.)
UFFDA, MN	WP	(Lat. 44°29'46" N., long. 96°05'25" W.)
HSTIN, MN	WP	(Lat. 44°00'08" N., long. 93°57'40" W.)
ZZIPR, IA	WP	(Lat. 43°11'09" N., long. 91°39'33" W.)

Issued in Washington, DC, on December 14, 2011.

Gary A. Norek,

*Acting Manager, Airspace, Regulations and ATC Procedures Group.*

[FR Doc. 2011-32563 Filed 12-20-11; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2011-0654; Airspace Docket No. 11-AWP-8]

RIN 2120-AA66

### Proposed Modification of VOR Federal Airways V-135 and V-137; Southwest United States

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to modify very high frequency omnidirectional range (VOR) Federal airways V-135 and V-137 by extending the airways to the Mexicali, Mexico VOR/DME. This action would enhance navigation and air traffic control coordination for aircraft proceeding across the United States-Mexican border.

**DATES:** Comments must be received on or before February 6, 2012.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M-30, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; telephone: (202) 366-9826. You must identify FAA Docket No. FAA-2011-0654 and Airspace Docket No. 11-AWP-8 at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions

presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2011-0654 and Airspace Docket No. 11-AWP-8) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2011-0654 and Airspace Docket No. 11-AWP-8." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

##### Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/airports_airtraffic/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Western Service Center, Federal Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98057.

Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed

Rulemaking Distribution System, which describes the application procedure.

##### The Proposal

The FAA is proposing an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to extend two existing VOR Federal airways to the Mexicali, Mexico VOR/DME. V-135 would be amended by adding a segment between the Mexicali VOR/DME and the Bard, AZ VORTAC. V-137 would be amended by adding a segment between the Mexicali VOR/DME and the Imperial, CA VORTAC. These amendments would benefit cross-border navigation. Additionally, fixes would be established at the border crossing points to simplify air traffic control coordination of flights.

VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9V signed August 9, 2011 and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The VOR Federal airways listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in subtitle VII, part A, subpart I, section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies the route structure as